

USAF Declass/Release Instructions On File

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DEPARTMENT OF THE AIR FORCE
1130TH AEROSPACE TECHNICAL DEVELOPMENT
AND TRAINING GROUP
Edwards Air Force Base, California 93523

ATTG Reg 127-4

4 January 1972

Safety

CONTROL OF TRAFFIC IN THE RUNWAY AREA

This regulation establishes the general policies and procedures to be followed by all personnel requiring access to the North Base runway area and those involved in controlling access to the runway area.

1. Policy. The inherent dangers of personnel and vehicular traffic operating on or near an aircraft landing area are obvious. The nature of the local mission requires occasional changes and additions to the published flying schedules. In addition, aircraft from other organizations occasionally use the North Base runway; this traffic is not included in ATTG flying schedules. Because of these factors, only the Operations Section is aware of the nature and extent of local air traffic, and only the Operations Section has facilities for controlling this traffic. It is therefore necessary that personnel and vehicular traffic on and near the runway be controlled by the operations section.

2. Responsibilities.

a. Section chiefs are responsible for insuring that all personnel in their sections comply with the provisions of this regulation.

b. All assigned/attached personnel are responsible for compliance with the provisions of this regulation.

3. Procedures.

a. Normal duty hours

(1) All personnel requiring access to the runway, runway overruns, or any area near the runway will first obtain permission from the Operations Duty Officer. The Duty Officer must be advised of the type of work to be accomplished and the approximate length of time required.

(2) The Duty Officer will advise the Main Base control tower, close the runway or provide a UHF-equipped escort vehicle, as appropriate.

Supersedes ATTG Reg 127-4, 29 Sep 71. (For summary of revised, deleted, or added material, see signature page).

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(3) When an escort is not provided, personnel will notify the Duty Officer immediately when entering and after departing the runway area.

(4) Normally, only the mobile control and LAC maintenance vehicles will be driven on the hard surface area bounded by the runway lights.

b. Other than normal duty hours

(1) During other than normal duty hours when an Operations Duty Officer is not available and access to the runway is required, the guard at post #1 will be notified as in para 3a(1) above. The guard will then advise the Main Base control tower that North Base runway is closed, time period, etc., as appropriate. After the activity (towing, etc.) is completed, and the runway is again available for use, the guard will so advise the Main Base control tower.

c. All personnel should be aware of the possibility of unannounced landings by civilian aircraft. Therefore, even after proper clearance onto the runway, personnel must remain alert and be prepared to take any action necessary to prevent an accident.

R.A. Schamber
R.A. SCHAMBER, Colonel, USAF
Commander

Summary of revised, deleted, or added material
Procedures for access to runway during other than normal duty hours added (para 3b).

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